



Fact Sheet

US 51/WIS 29 Corridor *Fox Glove Road to Big Rib River*

Reasons for improvements

Improvements are required because of increasing traffic volumes and congestion experienced on US 51/ WIS 29, and on the local road system. The existing US 51/WIS 29 corridor was constructed in the 1960's, using design standards that are obsolete today. A summary of reasons include:

- The existing pavement needs to be replaced
- To increase capacity, a third lane is needed in the area where US 51 and WIS 29 are routed together (WIS 29 will have two-lane ramps)
- Improve ramps at existing WIS 29 east interchange and provide 55 mph directional ramps for better flow of traffic and to reduce crashes
- Provide sufficient distance between on/off ramps to allow vehicles to merge by adding additional lanes between ramps
- Provide four lanes of traffic for local roads crossing the US 51/WIS 29 corridor, eliminating traffic bottlenecks
- Improve traffic flow through signalized intersections – relocate or eliminate accesses within 500 feet of interchange ramps
- Improve pedestrian/bicycle access across the US 51/WIS 29 corridor – provide sidewalks along selected roads crossing the US 51/WIS 29 corridor

Interchange reconstruction

The **WIS 29 east interchange** will remain at its present location, but will be modified to allow 55 mph speeds on ramps to/from US 51. The interchange ramps along the WIS 29 route will be widened to two-lane ramps.

The **Marathon County N and NN** interchanges will remain at their existing locations. The ramps will be lengthened and widened to prevent traffic backups extending onto mainline US 51/WIS 29. These roads will be widened to four lanes with additional turn lanes at intersections to improve traffic flow and reduce the current congestion problems.

Marathon County N, west of US 51/WIS 29, will be realigned to intersect with the new west corridor. Marathon County NN will be realigned to the north to allow the bridge to be raised two feet, and to allow the existing overpass structure to carry traffic during construction.



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Overpass reconstruction

The **Robin Lane** overpass will remain at its present location, but will be widened to accommodate future traffic volumes and pedestrian/bicycle traffic. This overpass will also be raised to provide adequate vertical clearance for the larger trucks using this facility. Robin Lane, west of US 51/WIS 29, will be realigned to intersect with the new west corridor.

Local road and private access impacts

The reconstruction of the interchanges at **Marathon County N** and **NN**, the overpass at **Robin Lane** and the construction of the new west corridor requires the following modifications to the existing local road system and private accesses:

Marathon County N

- Entrances west of US 51/WIS 29 will be consolidated to a common entrance located approximately halfway between the interchange ramp and the new west corridor.
- Entrances east of US 51/WIS 29 will remain approximately at their existing locations.

Robin Lane

- The Robin Lane/Bob-o-link intersection will be closed because it is too close to the new west corridor intersection.

Marathon County NN

- The Raven Avenue intersection will be converted to a right-in/right-out only. A median on County NN will prevent left-turns.
- Residential entrances for properties south of Marathon County NN between Raven Avenue and the new west corridor will be limited to a right-in/right-out entrance.
- Martin Avenue and commercial entrances between the new west corridor and the US 51/WIS 29 ramps will be closed. Alternative access to businesses in the southwest quadrant of the interchange is currently being evaluated.
- Park Inn will be provided one access onto Marathon County NN. This entrance will be combined with the west entrance to Firststar Bank.
- The western two entrances to the Town of Rib Mountain municipal building will be combined into a single entrance aligned with the Park Inn entrance to the south.

Residence and business relocation

Six residences and two businesses located within the project limits, north of Marathon County NN and west of US 51/WIS 29, will require relocation.

Construction schedule

This section is currently scheduled for construction between 2004 and 2010. The Marathon County N interchange will most likely be the first project constructed.

Traffic impacts during construction

WisDOT is currently reviewing the construction staging. Two lanes of traffic in each direction will be maintained on US 51 during construction. Access to properties adjacent to this project will be maintained at all times.

Temporary road closures will be minimized. If a temporary road closure is required during construction, access will be provided to adjacent properties.